

Goldenberg

THE DEPENDABLE STORE.
922-24-26-28 7th St. and 706 K St.

Continuing Our Great May Sale of

MUSLIN UNDERWEAR.

Our Great Annual Sale of Muslin Undergarments began this morning and will continue all week. The values offered are simply wonderful and the response proves that women are quick to recognize real bargains.

Never before in the history of our Muslin Underwear selling have we offered such beautiful, well-made garments for so little money.

Corset Covers.

Cambric Corset Covers, in styles; sleeve and square neck, trimmed with Valenciennes lace, front and back, and inserted; some with lace on the front. French style. Sale price, 20c.

Cambric and Nainsook Corset Covers, trimmed with Valenciennes lace, front and back, and inserted; some with lace on the front. French style. Sale price, 30c.

Cambric and Nainsook Corset Covers, no less than 20 different styles in this lot, all trimmed with Valenciennes lace, front and back, and inserted; some with lace on the front. French style. Sale price, 40c.

Other corset covers in all sizes. Sale price, 50c.

Only one lot left. The most beautiful, up to the most.

Gowns.

Women's Gowns of good quality muslin; high or low neck, long or short sleeves, and around the neck and sleeves; good lengths and widths; all sizes. For this sale, 29c.

Women's Gowns of Muslin. In this lot you will find 15 styles of gowns; some are trimmed with Valenciennes lace, front and back, and inserted; some with lace on the front. French style. Sale price, 49c.

Women's Gowns in Nainsook and Cambric. 20 styles of gowns; some are trimmed with Valenciennes lace, front and back, and inserted; some with lace on the front. French style. Sale price, 98c.

Chemises.

Women's Chemises of cambric and muslin, and sleeveless trimmed with Valenciennes lace, front and back, and inserted; some with lace on the front. French style. Sale price, 49c.

Underskirts.

Short and Long Skirts, with deep Valenciennes ruffles; Fruit of the Loom muslin; for this sale, 29c.

Skirts made with muslin, ruffles, trimmed with Valenciennes lace, front and back, and inserted; some with lace on the front. French style. Sale price, 49c.

Skirts of the best muslin, trimmed with Valenciennes lace, front and back, and inserted; some with lace on the front. French style. Sale price, 69c.

Drawers.

Women's Drawers of Fruit of the Loom muslin, in four styles; extra wide ruffles, with Valenciennes lace, front and back, and inserted; some with lace on the front. French style. Sale price, 29c.

Women's Drawers of muslin and cambric; large ruffles, trimmed with Valenciennes lace, front and back, and inserted; some with lace on the front. French style. Sale price, 49c.

Women's Drawers of muslin, cambric and nainsook; large ruffles, trimmed with Valenciennes lace, front and back, and inserted; some with lace on the front. French style. Sale price, 69c.

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This Season's White Goods.

These small items tell of big values and you can't possibly comprehend what such values mean until you see our India Linens, Dimities, Organdies, Piques and other very desirable and summery fabrics and note the prices attached. The following are specially low-priced for tomorrow's selling.

40-inch VICTORIA LACE, for aprons, 10c.

36-inch IMPORTED PINE LINEN, 17c.

25 pieces of DOTTED SWISS, small and large dots, 12c.

MERCERIZED PIGEON Pique, dotted and neat figures, 12c.

40-inch PLAIN COLORED LACE, in all the most desirable styles, 12c.

25 pieces of DIMITIES, in stripes and checks, 12c.

32-inch PEISIAN LACE, sheer quality, 12c.

30 pieces of PLAIN Pique, narrow and medium width, 12c.

FINE FRENCH ORGANDY, 2 yards wide, in plain black and plain white, 37c.

HEMSTITCHED INDIA LINEN, 50 pieces, in five different styles, 12c.

40-inch PLAIN COLORED LACE, in all the most desirable styles, 12c.

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FINES IN THE WORLD

Contemplated Improvement Will Put Washington Navy Yard Ahead.

EXPENSE OF ONE MILLION DOLLARS

Four Hundred Mechanics Engaged in Erecting Buildings.

THE ANNUAL PAY ROLL

Perhaps from the fact that the government does not advertise the increase in its gunshops, or perhaps because the exterior appearance of the Washington navy yard has not changed in years, and is still marked by the same old cream brick structure, with its arched and sentinelled gateway, the average citizen of the District of Columbia is totally unaware of the great changes that have taken place and that are being made at the present time at this the greatest gunshop in the world.

The Washington navy yard was never more busy than at the present time, not excepting the period of the Spanish-American war. At that time there were 1,700 mechanics employed; now there are over 2,000, and the annual pay roll has reached in round numbers \$2,000,000. Besides this there are over 400 mechanics now employed at the yard in the construction of new buildings which will aggregate in expenditure another million dollars.

The lessons of the recent conflict, both by the Navy Department and by Congress, regarding the construction of ordnance is perhaps the greatest cause of this activity and increase of personnel. It was demonstrated during the Spanish war that the guns constructed by the government were not the best, but the best. They cost less in the first place and needed less repairing.

Overhauling Ordnance. Since the recent war also the government has been actively engaged in refitting and overhauling the ordnance of every naval craft, as well as making the guns for new battle ships, cruisers and missile light cruisers that have been turned out and are now in course of construction in many of the great shipyards of the country. From this it is pointed out that the present activity is not temporary, but rather that it will continue to increase in the future. The greater the number of ships the greater will be the ordnance work, and the bulk of this work will be done at the Washington navy yard.

The improvements being made in the yard are all in accordance with one comprehensive plan, and when completed the plant will be not only the largest but in every way the finest and most modern in the world. Some of the new buildings now under construction include a miscellaneous shop for ordnance, to cost \$85,000; a sea-man gunners' shop, \$100,000; alterations and enlarging the ordnance boiler house, \$42,000; a fireproof storage warehouse, \$70,000; a new pattern shop and a new forge shop. A small but model dispensary is to be built, where accidents can receive immediate attention. The quarters of the seamen gunners are being enlarged by an additional building, the chemical and metal testing laboratories are being combined in one specially arranged building, and the navy yard museum is being completed, renovated and redecorated. A new sea wall has just been completed, and is higher than the old, and the grade of the lower end of the yard is being raised four feet. There is about seven miles of railroad track in the yard, and more contemplated, while two locomotives and two wrecking engines are constantly employed in doing the work which very long ago was done by several ox teams.

Improvements Already Made. The improvements which have just been completed are even more extensive than those under way. The size of the main gun shop has been increased by an addition of 200 feet to its south end and sixty feet on the north end. A new tool shop of enormous size is just being moved into a new storehouse for the storage of gun carriages stretches for more than 500 feet along the western side of the yard. A gas plant, with boiler, engine, and condenser, where gas is made from oil, and used in pipes to all of the forges, to be used instead of coal. A torpedo-testing tank is in the new building, and a model testing tank which is considered one of the new features of the yard is also handsomely housed in an immense long building on the east. Perhaps the most interesting recent addition to the navy yard plant is the new carriage shell factory, which has been established in the old carriage rolling mill. Here brass shells are made for one-pounders and up.

All of the many long shop buildings are equipped with new electric cranes, which slide noiselessly along an immense track over the heads of the workmen, available for lifting the heaviest gun from any part of the floor to the top of the building. A conduit system is being laid in the yard, after which the driveways are to be repaved with vitrified brick. These improvements will be finished at the end of the year, when the condition of the Washington navy yard will be perfect in equipment and sufficient to maintain the highest standard of the greatest navy in the world.

DYNAMITE UNDER THEATER. President McKinley and Party Intended to Have Visited Performance. A special dispatch to the Philadelphia Press from San Francisco says: Inspectors of the state board of health found a box of dynamite concealed beneath a pile of rubbish in a show at the theater last Thursday afternoon. The theatrical party had intended to visit that theater some time during the week. Twelve sticks of dynamite, weighing ten pounds, were found in a box, together with coils of wire and electrical apparatus. An ax was used to open the box containing the explosive, which was encased in an inner box. No caps were found, but one stick was broken by a sharp blow and the dynamite was found to be in good condition for the lighting of a cap. All the sticks were wrapped in paraffine oil paper. Inspector Matthews carried the box to the temporary quarters of the health board. He said: "I do not know where the dynamite was under the theater where the theatrical party was expected. I found it and carried it to my superior officer, who ordered the dynamite to be removed from the theater. I have been ordered in fact, all the inspectors have to keep the matter secret, but it has leaked out in some way. Robert McKim, who had been expected after being wounded. The prisoners were taken to Shoreport and lodged in jail."

Marine Corps Orders. Col. P. C. Pope has been ordered to this city to confer with the authorities in regard to the enlargement of the Boston naval prison.

Lieut. R. C. Dewey at the marine barracks, Washington, has been ordered to temporary duty at Newport.

Capt. Dion Williams' orders to Newport, Rhode Island.

Lieut. J. W. Wadleigh at the marine barracks, Boston, ordered to take charge of the recruiting office in that city, relieving Capt. C. G. Long, ordered to duty with the 1st Marine Division.

Lieut. H. Colvocoresses, to duty with the marine class at Newport.

Capt. C. S. Radford, acting quartermaster, ordered to Buffalo for the purpose of establishing a summer camp for a company of marines to be sent there.

Lieut. R. P. Williams, from the marine barracks, League Island, to the marine barracks, Washington.

Lieut. T. F. Lyons, granted leave for 15 days, and Lieut. E. E. West for one month.

Concord Going to Alaskan Waters. The Navy Department has ordered the gunboat Concord, now on the Asiatic station, to proceed to this country for duty in Alaska. She will assist in the strict enforcement of the liquor laws in the gold country, and also will extend all proper aid to the land in question was formerly anxiously sought by Russia.

WAGONS SURPRISED

Couldn't Touch Americans in Matter of Transportation.

ASTONISHED AT SIZE OF WAGONS

Wondered at the Control of the Pack Trains.

AN EFFICIENT SYSTEM

In discussing the methods of transportation used by the forces of the allies in the China relief expedition Captain Thomas Franklin says in a report to the adjutant general:

"In transportation none of the allies could touch the Americans. Our amount was limited at first, but this was soon supplied. Although we had only escort wagons, their size and the amount they hauled surprised the foreigners, and when we told them that these were our light wagons, sent because of the anticipated difficulty of Chinese roads, and that at home we habitually used much larger, stronger wagons, hauled by six mules, and driven by one man with a single line, they listened politely, but didn't believe it. Our wagons were habitually loaded with from 3,500 to 4,000 pounds, according to the condition of the road. But even on the days when the other nations stopped their trains because of the mud, ours went through on schedule time. With our system one man carried four mules, and each mule hauled from 700 to 1,000 pounds of stores. With the cart systems of the others this never exceeded 400 pounds per animal, and each animal required one man to care for him. Our pack trains also surprised them a great deal. The system of putting the loads on so that the mules could be driven to the front was something new, the 'diamond hitch' being indeed a mystery to them. Then, too, the speed at which they traveled and the small number of men required to pack and drive the train was equally surprising. But the one thing that excited the most comment was the manner in which the mules followed the pack-train. The mules could be turned loose and kept controlled, especially on herd, by a couple of men, the pack-train would then be able to driving them along a crowded road and through the labyrinthine streets of Chinese cities, without decreasing the speed, losing a mule, or stopping to adjust loads, they simply marched."

"The Japs had a number of pack-horses with panniers, these little Japanese stallions, which were much smaller than ours, each one led by a little soldier, and horse and man were generally executing a sort of waltz in the dust. They were not good pack animals, and their dependence was little on horse carts, consisting of a light platform and shafts mounted on two small wheels. They had no mules, and their pack-trains were of light construction, were strong. They carried about 500 pounds, maximum load. Each horse was led by a soldier, and they were well handled and very obedient, but not near as good as a four-wheel vehicle like ours. However, they had plenty of pack animals, and their pack-trains, well supplied by their means, and that is the main thing."

"The Russians used a two-wheel cart, considerably larger than those of the Japs, with flaring sides and ends; it was very roomy and commodious and strong. They were drawn by shaggy Manchurian ponies or small Chinese ponies, and they moved much faster than the Jap carts, which were always led. They carried as much as 600 pounds over good roads, and for short hauls, they were the best. This cart seemed to me to be extremely serviceable, strong, handy and fairly light and well constructed."

The British System. "The British had an immense number of pack mules, and a few small ponies. They were led tandem, three in one bunch, the halter chains of the two rear ones running to a ring in the saddle of the one preceding. The cooie in charge of the three led the lead mule. He took care of all three. The pack saddles were of the English type, with a high cantle, and with flaring sides and ends; it was very roomy and commodious and strong. They were drawn by shaggy Manchurian ponies or small Chinese ponies, and they moved much faster than the Jap carts, which were always led. They carried as much as 600 pounds over good roads, and for short hauls, they were the best. This cart seemed to me to be extremely serviceable, strong, handy and fairly light and well constructed."

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In discussing the methods of transportation used by the forces of the allies in the China relief expedition Captain Thomas Franklin says in a report to the adjutant general:

"In transportation none of the allies could touch the Americans. Our amount was limited at first, but this was soon supplied. Although we had only escort wagons, their size and the amount they hauled surprised the foreigners, and when we told them that these were our light wagons, sent because of the anticipated difficulty of Chinese roads, and that at home we habitually used much larger, stronger wagons, hauled by six mules, and driven by one man with a single line, they listened politely, but didn't believe it. Our wagons were habitually loaded with from 3,500 to 4,000 pounds, according to the condition of the road. But even on the days when the other nations stopped their trains because of the mud, ours went through on schedule time. With our system one man carried four mules, and each mule hauled from 700 to 1,000 pounds of stores. With the cart systems of the others this never exceeded 400 pounds per animal, and each animal required one man to care for him. Our pack trains also surprised them a great deal. The system of putting the loads on so that the mules could be driven to the front was something new, the 'diamond hitch' being indeed a mystery to them. Then, too, the speed at which they traveled and the small number of men required to pack and drive the train was equally surprising. But the one thing that excited the most comment was the manner in which the mules followed the pack-train. The mules could be turned loose and kept controlled, especially on herd, by a couple of men, the pack-train would then be able to driving them along a crowded road and through the labyrinthine streets of Chinese cities, without decreasing the speed, losing a mule, or stopping to adjust loads, they simply marched."

"The Japs had a number of pack-horses with panniers, these little Japanese stallions, which were much smaller than ours, each one led by a little soldier, and horse and man were generally executing a sort of waltz in the dust. They were not good pack animals, and their dependence was little on horse carts, consisting of a light platform and shafts mounted on two small wheels. They had no mules, and their pack-trains were of light construction, were strong. They carried about 500 pounds, maximum load. Each horse was led by a soldier, and they were well handled and very obedient, but not near as good as a four-wheel vehicle like ours. However, they had plenty of pack animals, and their pack-trains, well supplied by their means, and that is the main thing."

"The Russians used a two-wheel cart, considerably larger than those of the Japs, with flaring sides and ends; it was very roomy and commodious and strong. They were drawn by shaggy Manchurian ponies or small Chinese ponies, and they moved much faster than the Jap carts, which were always led. They carried as much as 600 pounds over good roads, and for short hauls, they were the best. This cart seemed to me to be extremely serviceable, strong, handy and fairly light and well constructed."